



## Record of Meeting

SRF No. 12567

**Location:** Pelican Rapids City Hall

**Client:** PartnerSHIP 4 Health

**Date:** March 5, 2019

**Subject:** Pelican Rapids Complete Streets Concept Design Project Advisory Committee Meeting #1

**Attendees:** Don Solga, City of Pelican Rapids; Patrick Hollister, PartnerSHIP 4 Health; Brent Frasier, City of Pelican Rapids; Matt Strand, business owner; Jim Shipp, cyclist; Wayne Hurley, West Central Initiative; Sarah Wolfe, West Central Initiative; Shawn Donais, DNR; Jane Butzer, MnDOT; Mary Safgren, MnDOT; Kate Martinez, Pelican Rapids Schools and Park Board; Rudy Martinez, Lakes County Coop; Brian Olson, City of Pelican Rapids; Don Perrin, business owner; Stewart Crosby, SRF

**Attending by Skype:** Andrew Johnson, business owner; Kate Reiersen, MnDOT; Jonathan Fillmore, SRF

### Purpose of Meeting:

The purpose of the meeting was to introduce the project to the Advisory Committee and to get preliminary input and feedback on the project.

### Summary of Meeting

- Patrick started the meeting with attendee introductions.
- Patrick continued by giving a project overview:
  - Utilities under US 58 and MN 108 are failing and are in need of replacement
  - All of US 59 and MN 108 will be reconstructed by MnDOT in 2024
  - The underground utilities are triggering the reconstruction of the highways. The focus of the reconstruction is not only to include bike facilities, but it is an opportunity to update the streetscape to be pedestrian and bicycle friendly and handicapped-accessible.
- There will be 3 public input meetings and 4 Advisory Committee meetings. Stewart is also scheduled to give the final presentation of the plan to the City Council at their regular meeting on Tuesday, September 10 at 5:00pm.
- Stewart reviewed the project area base map:
  - The project will look at the entirety of 59 and 108 within city limits and for ¼ mile outside the city
  - The focus of the project will be a streetscape concept of US 59 and MN 108
- The project will look at redesigning within the US 59 and MN 108 right-of-way extents.

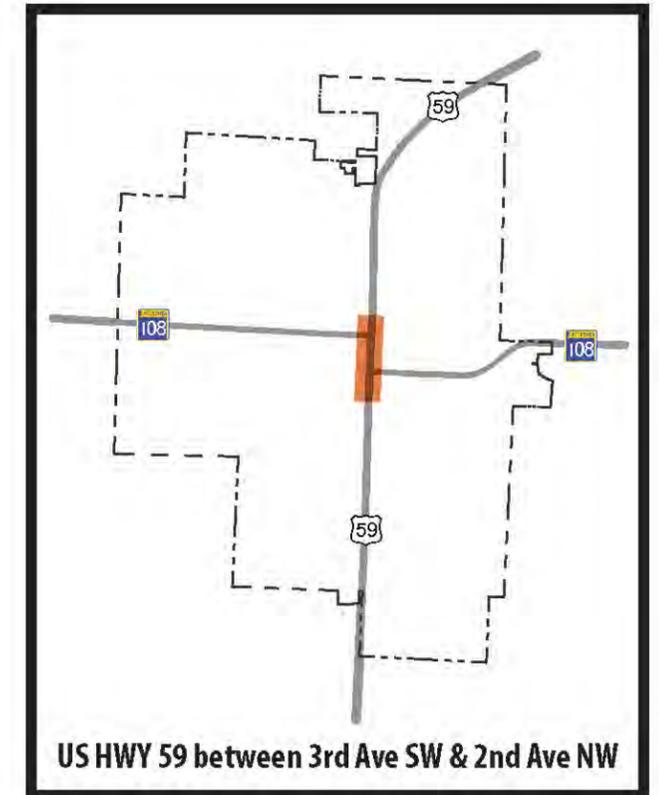
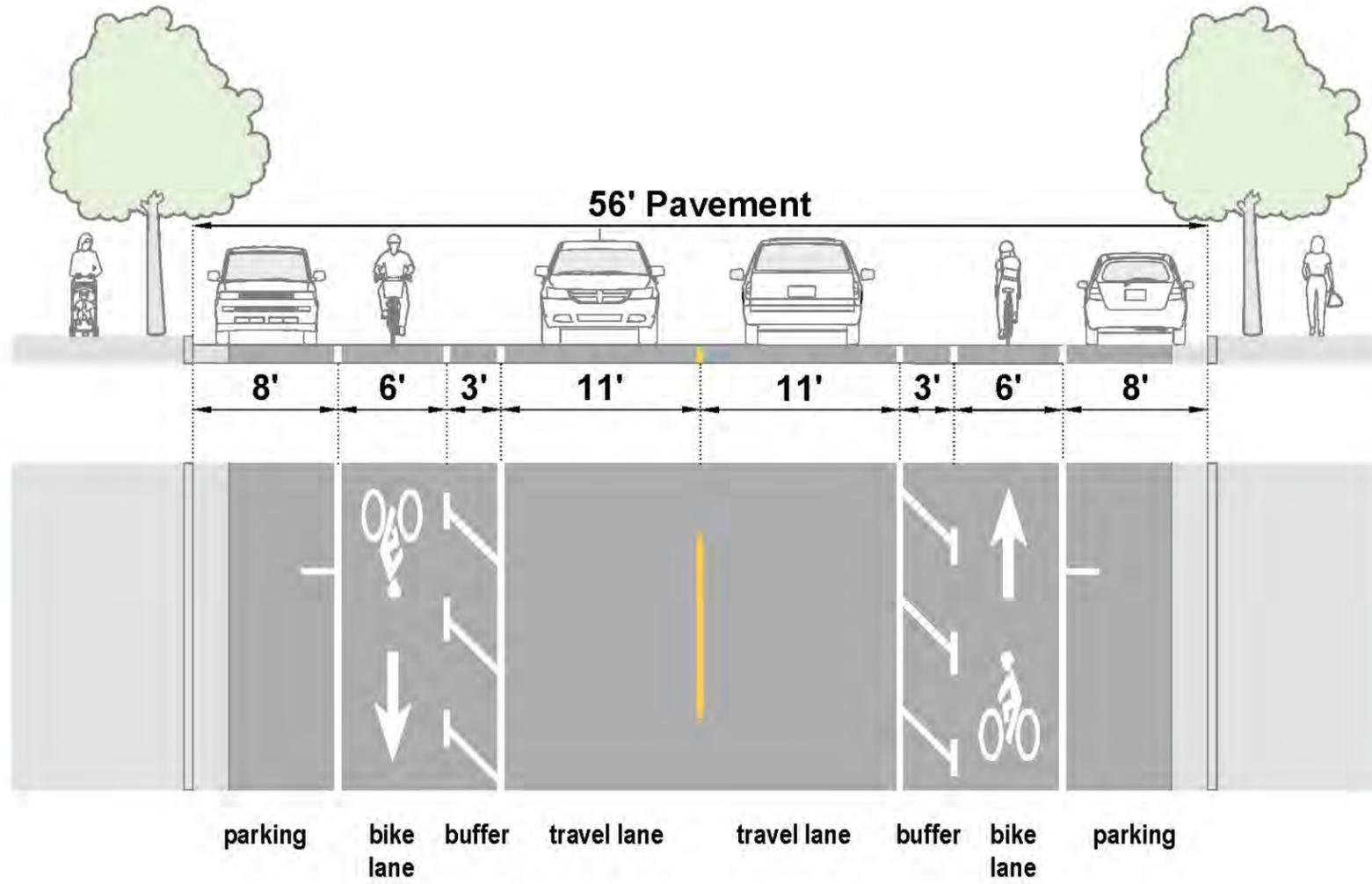
- The question was raised about access to local businesses along the corridor both during construction and after the road is constructed.
- MnDOT will provide temporary pedestrian access routes (PAR) during construction. Staging for the construction work hasn't been determined yet.
- The goal of this project is to come up with a concept of what the Pelican Rapids streetscape could be after construction. The scope of the project does not include developing a complete layout with all the details of staging and construction resolved.
- Further public involvement will be made available during the MnDOT design development phase of the reconstruction project.
- Stewart led a discussion about the cross sections that Toole Design Group developed in an earlier project:
  - Toole Design Group was the consultant who worked on the MnDOT District 4 bicycle plan. The plan identified high level corridors to assist MnDOT in incorporating bike facilities strategically as roads get rebuilt.
  - Pelican Rapids was selected for District 4 as the focus community to provide typical examples illustrating how bike facilities might be incorporated into roadway designs.
  - Based off of the preliminary city review, SRF divided the Toole Design Group sections into two groups: feasible and not-feasible.
  - The 3-foot painted buffer shown in many typical sections was based off the state law requiring motorists to give cyclists a minimum of 3 feet clearance.
  - Adding bike lanes to Pelican Rapids could result in more cyclists biking in downtown Pelican Rapids.
  - The bike lanes could serve the portion of the population in Pelican Rapids who do not own a car.
  - Some business owners have expressed concern about bike lanes in front of their businesses because it narrows the travel and parking lanes.
  - The question was asked whether angled parking could be added instead of bike lanes to double the parking spaces in downtown. It was noted that MnDOT typically does not include angled parking in downtown streetscape designs.
  - It was noted that narrowing the roadway with bike lanes and street trees could result in semi-trucks driving slower through town and thus improving the quality of the business district for pedestrians.
- The following summaries reflect the conversation about each of the Toole Design Group sections:
  - Section 1 Option 1
  - Section 1 Option 4
    - Two-way bike lane above curb
    - Bikers may have to cross the street because both bike lanes are concentrated on one side.
    - This concept is similar to what Frazee did along Highway 87.  
(<http://www.dot.state.mn.us/d4/projects/frazee/>)

- Section 1 Option 6
  - Two-way bike lane above curb
- Section 2 Option 3
  - Buffered bike lane with landscape median
  - The comment was made that agricultural equipment wouldn't easily be able to navigate this type of street layout.
  - The greenspace in the median would help make the city look nicer.
- Section 2 Option 4
  - Bike lanes on top of curb
  - This concept is similar to Glenwood.
  - It was noted that it is nice that the bike lanes are level with sidewalk (off road) and that it is nice there are bike lanes going in both directions. Having both directions concentrated on one side doesn't work very well because of counter intuitive flow between cyclists and motorists.
  - Having cyclists at the same level as the sidewalk makes it feel much safe, especially for children.
  - The question was asked whether the bike lane could be used by snowmobiles in the winter.
- Section 2 Option 5
  - Paved shoulder
  - The question was asked whether this stretch be widened to get the trail off the road section. There is the potential for higher use with the proximity to apartments.
  - Rumble strips would not be included in the city limits.
- Section 2 Option 6
  - Shared use path
  - The question was raised whether there is enough right-of-way for this section.
  - The question was raised about how the transition between an independent trail to an on-street bike lane happens. The response was that it typically occurs at controlled intersection.
- Section 2 Option 7
  - Separated bike lanes and sidewalks
  - The question was raised whether there is enough right-of-way for this section.
- Section 3 Option 1
  - Bike lanes
  - The comment was made that both sides of MN 108 should be similar in design.
- City staff do not prefer the other options Toole Design Group developed because the physical barriers would make plowing difficult. These include Section 1 Option 2;

Section 1 Option 3; Section 1 Option 5; Section 2 Option 1; Section 2 Option 2;  
Section 3 Option 2; Section 3 Option 3; and Section 3 Option 4.

- It was noted that having the bike lane between the curb and parked cars provides cyclist protection from moving traffic.
- The following concepts were removed from the list of options:
  - Remove Section 1 Option 4
  - Remove Section 1 Option 6
- SRF will send out an on-line poll (Doodle Poll) to the committee to schedule the next meeting.
- An announcement was made for the June 11 Bikeable Community Workshop at the Pelican Rapids Library. Invitations have been sent out and anyone is welcome to join.

# Section 1 Option 1: Buffered Bike Lane

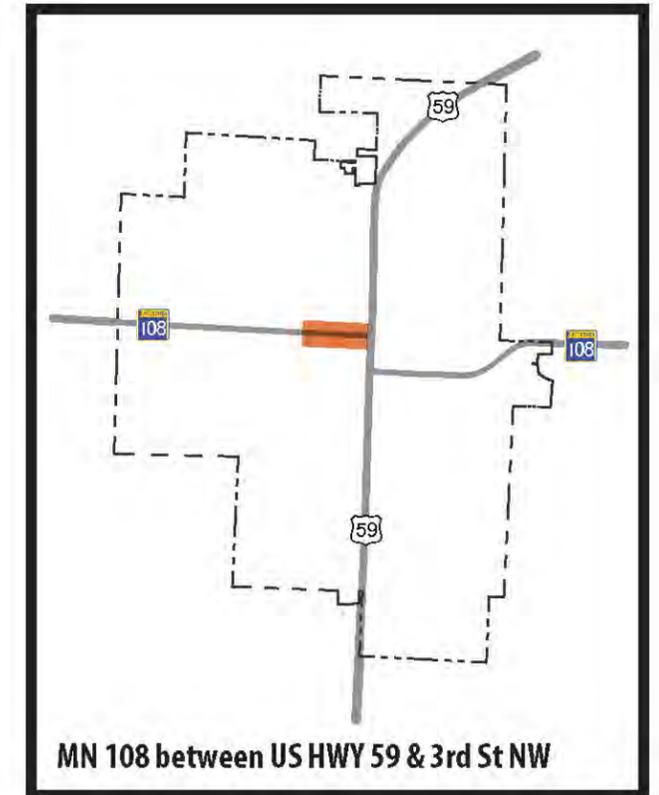
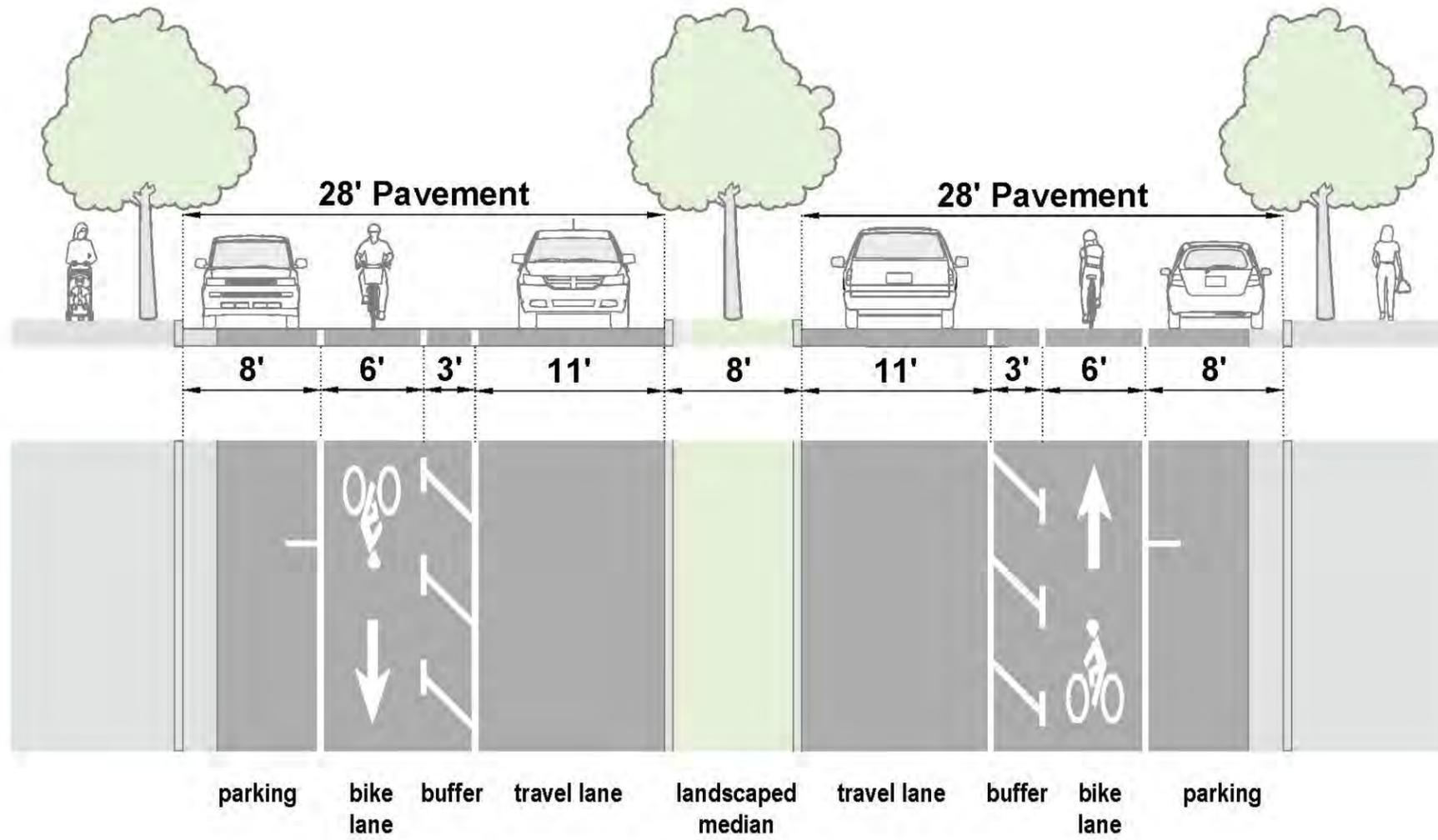


THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

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SECTION 1: OPTION 1  
 BETWEEN 3RD AVENUE SW & 2ND AVENUE NW  
 MN-59 & MN-108 EB/WB TYPICAL SECTIONS  
 PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION  
 MnDOT DISTRICT BICYCLE PLANS-D4 PELICAN RAPIDS  
 11/07/18

# Section 2 Option 3: Buffered With Landscaped Median

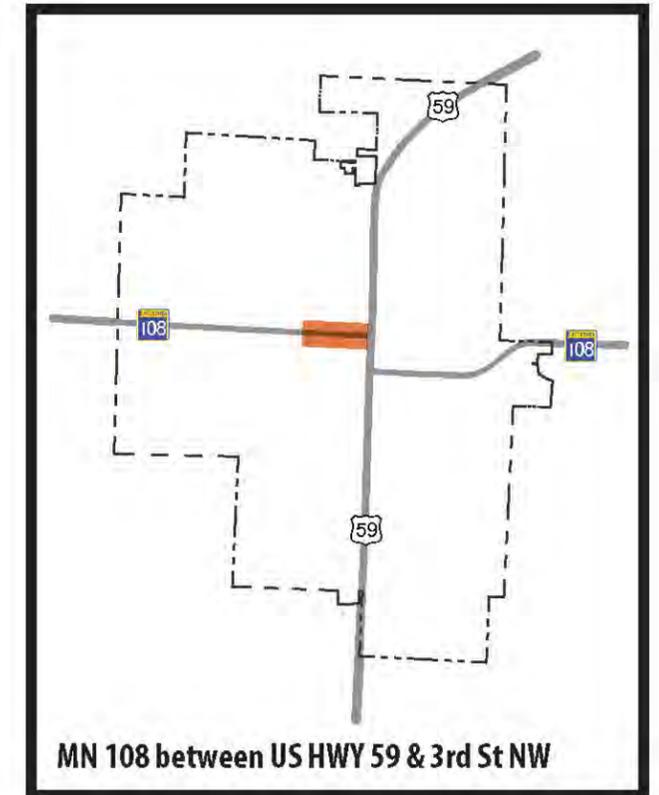
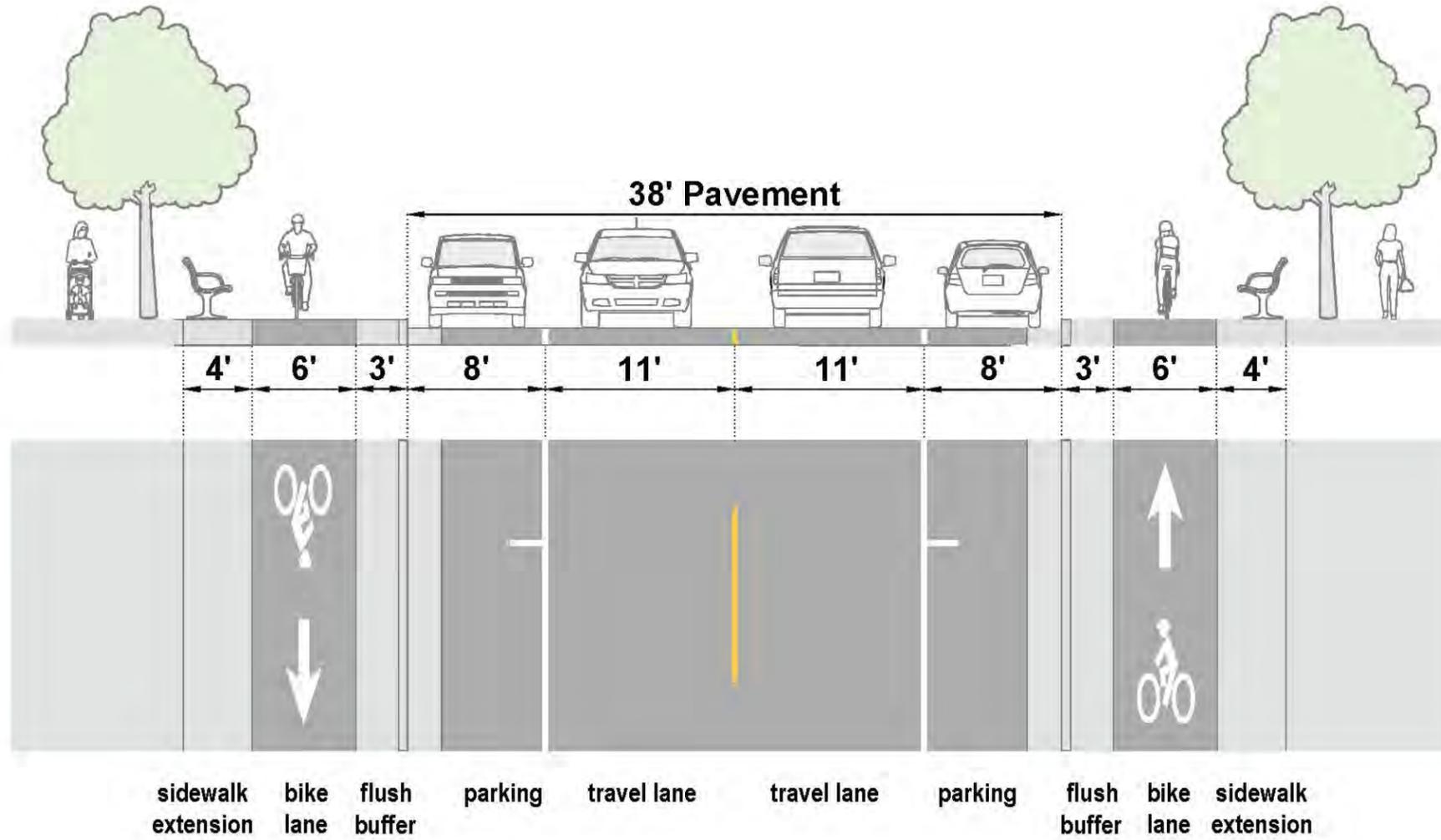


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SECTION 2: OPTION 3  
 BETWEEN MN-59 & 3RD STREET NW  
 MN-59 & MN-108 EB/WB TYPICAL SECTIONS  
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# Section 2 Option 4: Sidewalk Level With Sidewalk Extension

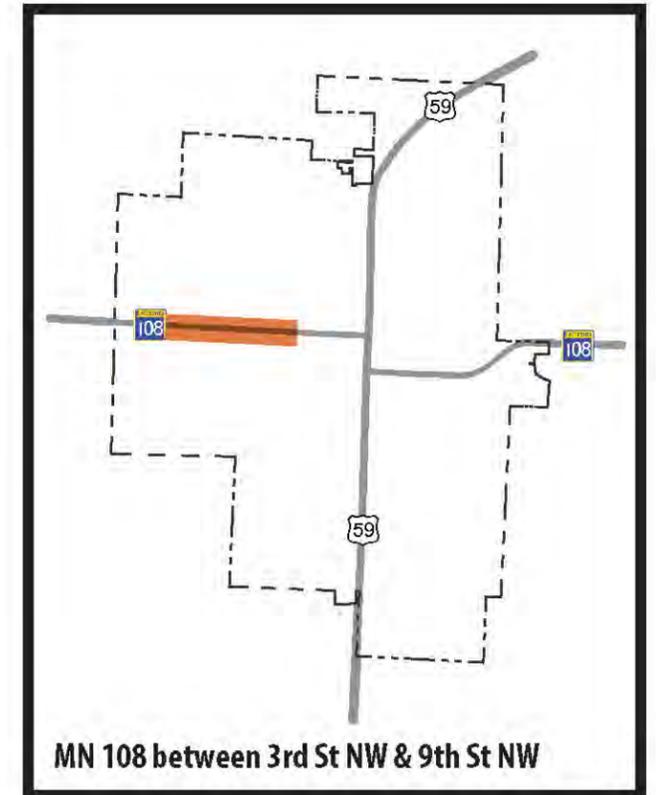
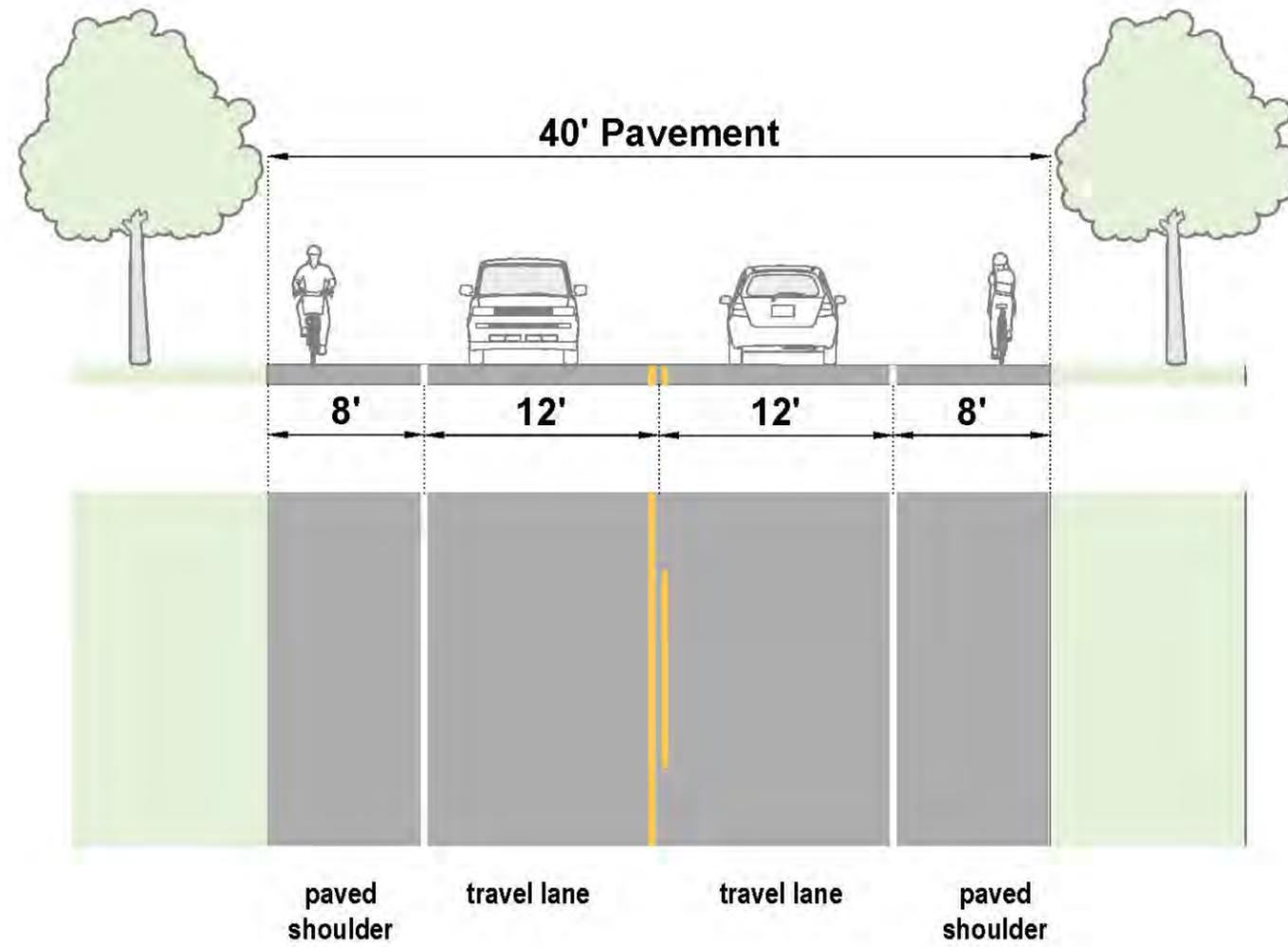


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# Section 2 Option 5: Paved Shoulder

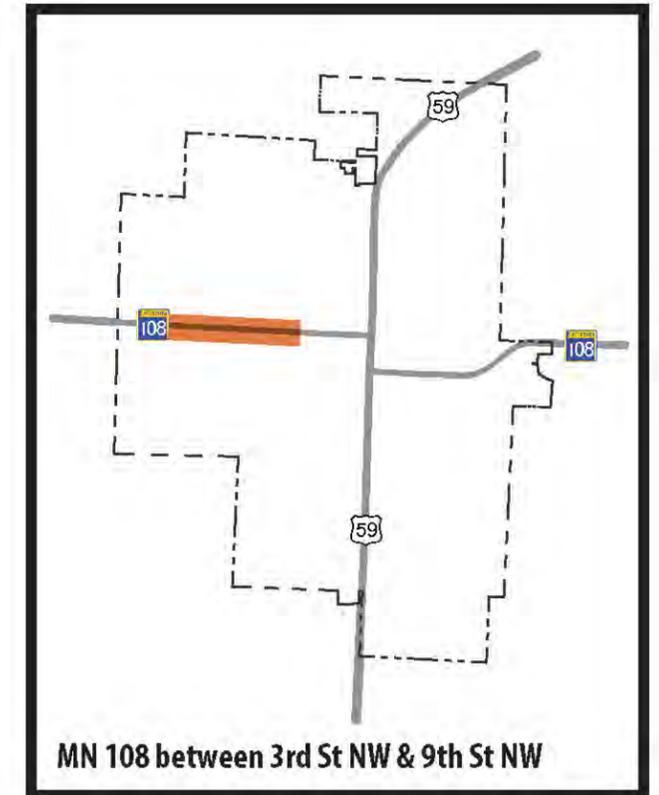
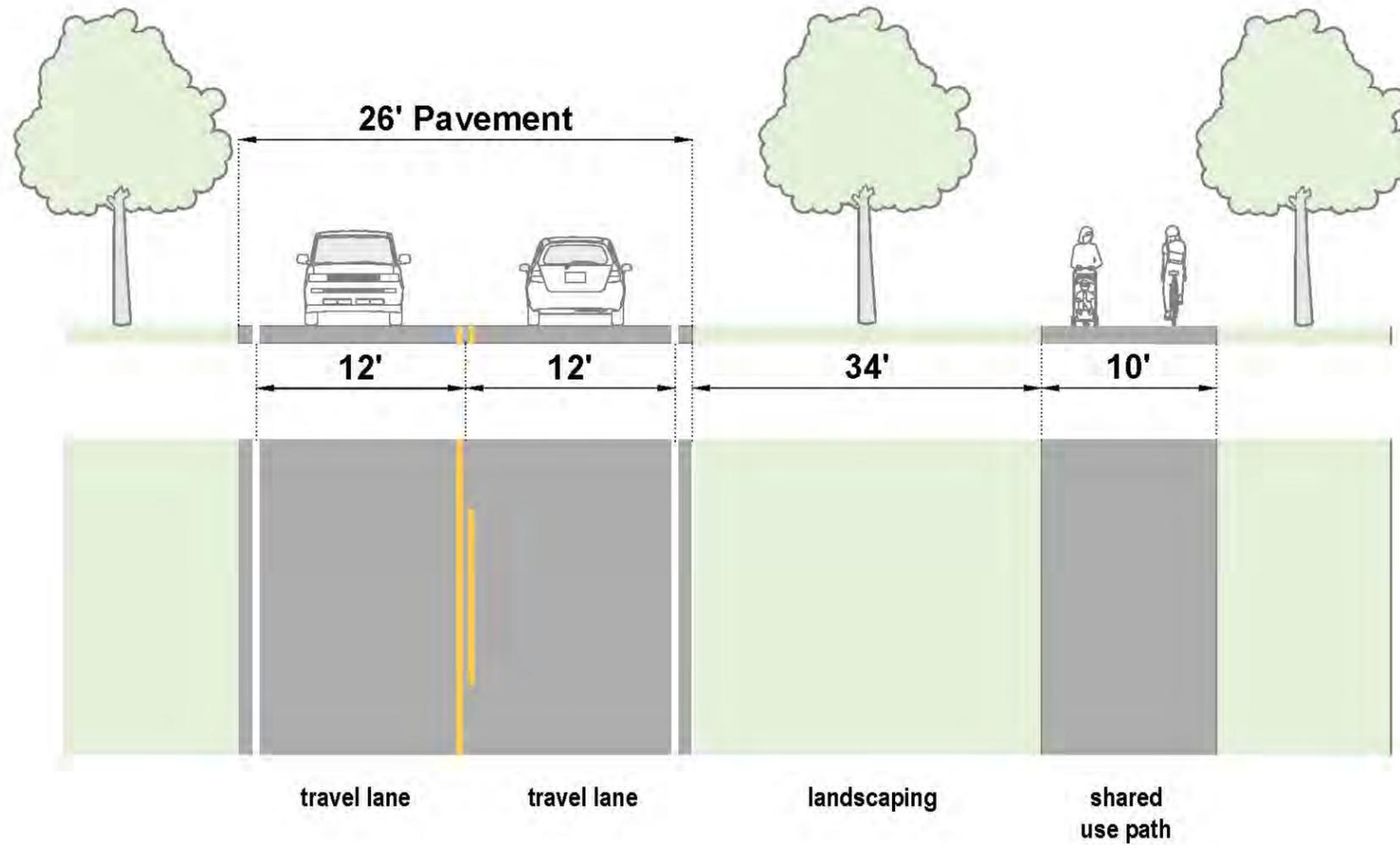


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SECTION 2: OPTION 5  
 BETWEEN 3RD STREET NW & 9TH STREET NW  
 MN-59 & MN-108 EB/WB TYPICAL SECTIONS  
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# Section 2 Option 6: Shared Use Path



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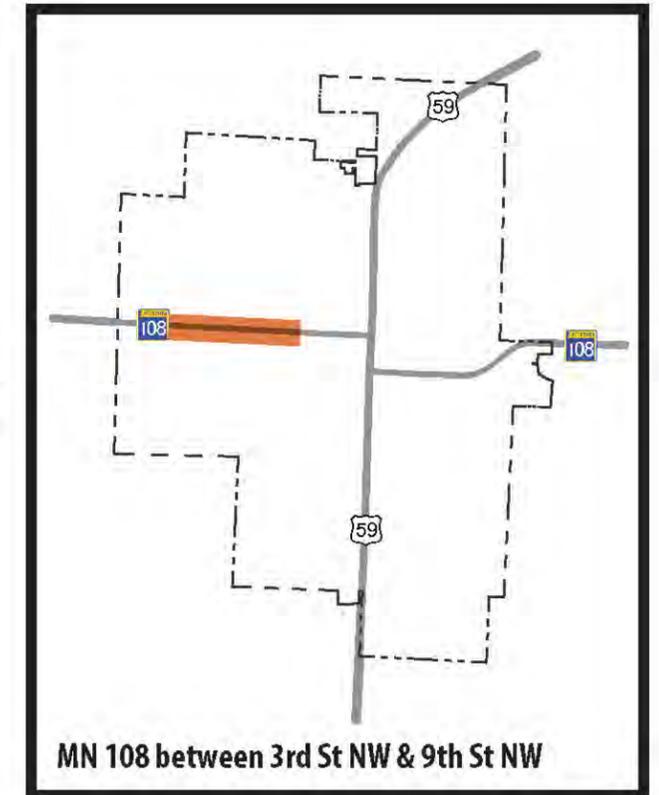
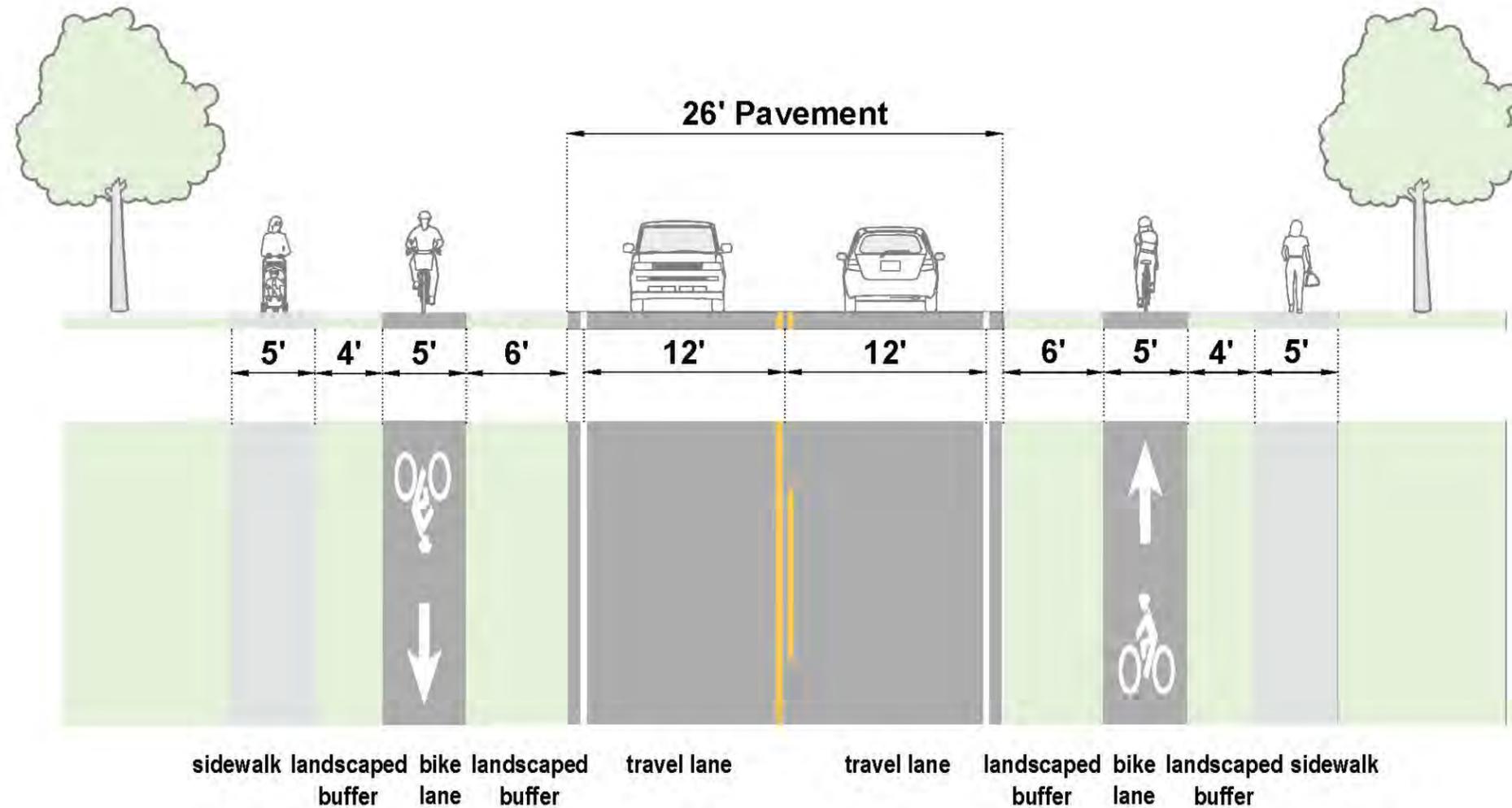
**NOTE**

1: MODIFICATION TO EXISTING ROW OR ROADWAY ALIGNMENT NEEDED TO ACCOMMODATE PROPOSED CROSS SECTION.

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SECTION 2: OPTION 6  
 BETWEEN 3RD STREET NW & 9TH STREET NW  
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# Section 2 Option 7: Separated Bike Lanes And Sidewalks



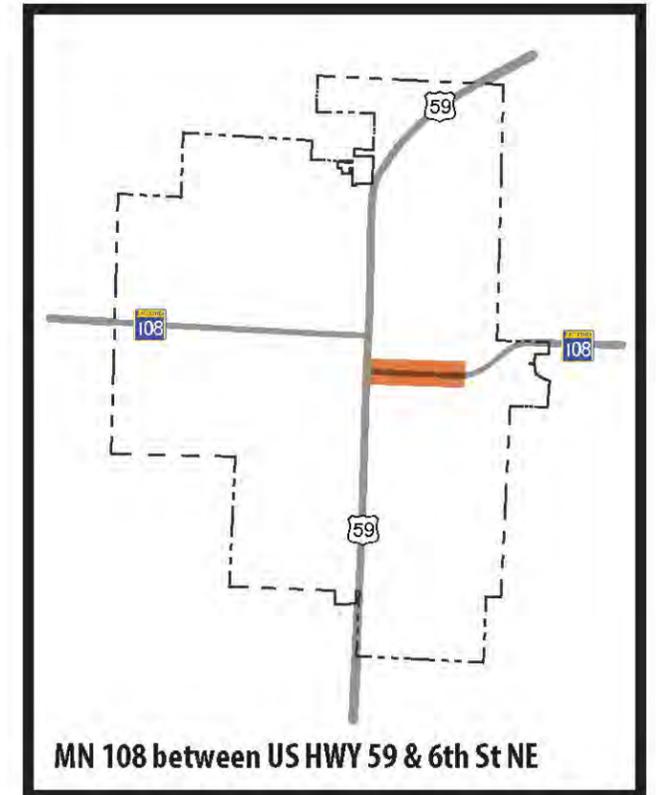
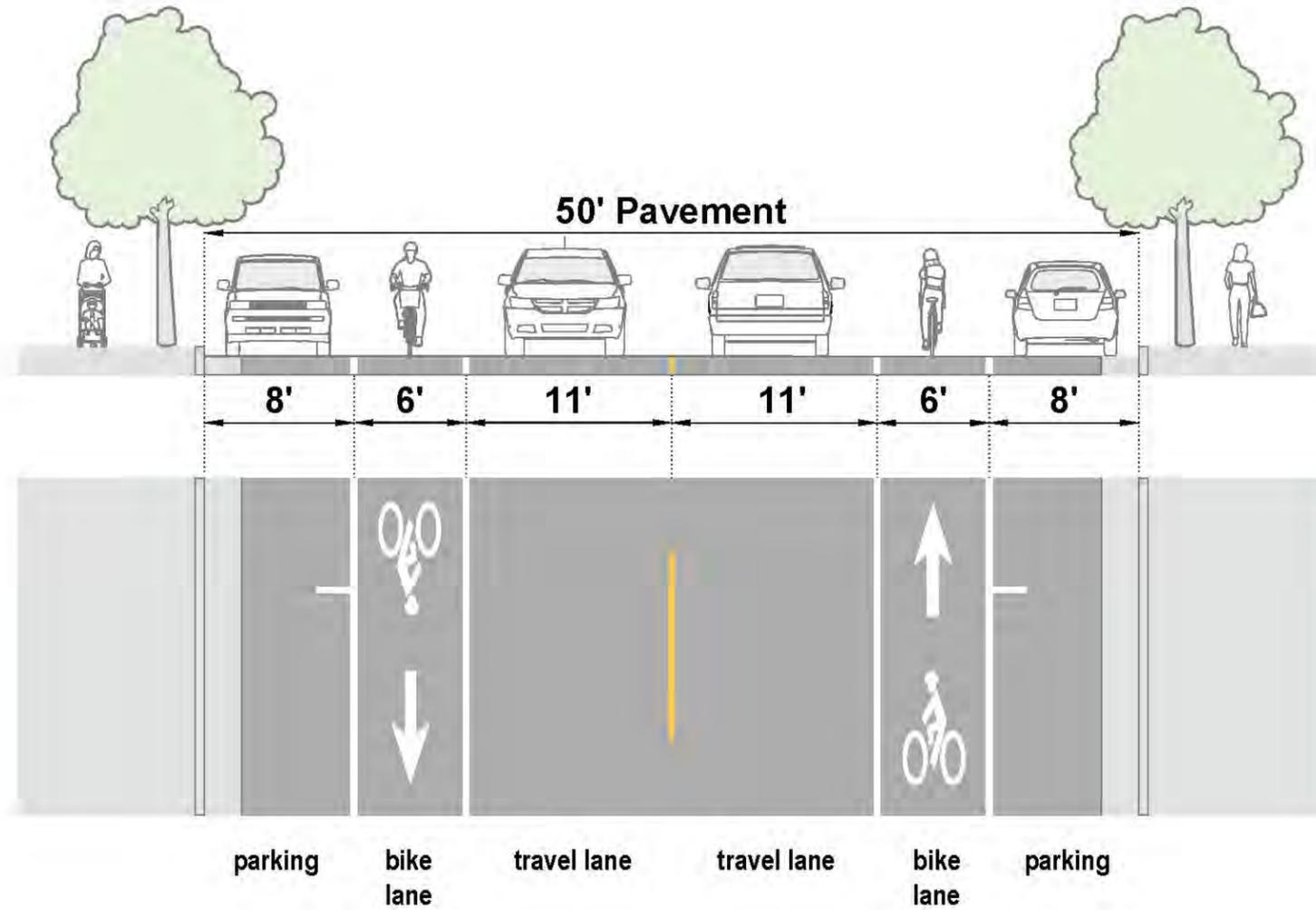
MN 108 between 3rd St NW & 9th St NW

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# Section 3 Option 1: Bike Lane



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